

Production and Output

THE UPPER CONNELLSVILLE
AND GREENSBURG REGIONS

**The Gait of the Region is
Now About 370,000
Weekly.**

Think Settlement of Tariff Question
Will be Followed by Better Cobs

torics. 22

TOUGH TRUST BUSTED
Coal Tar Combine Disbanded in Original Elements.
 The Coal Tar Trust is busted, an announcement was made in federal court in New York City last week. The trust, had complied with the decree of the court. The disbanding ordered that contracts of the combine be reformed. The sale of stock completed within months. The American Coal Tar Company of New Jersey purchased the stock of American Coal Tar Company, West Virginia, De Bussanville and New York.

and pig iron for the average for the first six months as a basis, we have declines from this basis in July and August as follows, in iron: 10.75 per cent, and in pig iron, Coke, 10.75 per cent. Pig-Iron, Coke, 10.75 per cent. The average for the first half standard was approximately the same in both pig iron and coke, being 8.3 per cent for pig iron and 7.5 per cent for coke. Whereas, there is a discrepancy. Pig iron production (according to our estimate which in these circumstances should be fairly correct) was on the average of the first half, whereas coke production in the three weeks ended August 23rd was only 5.5 per cent less than average. The discrepancy which is worth noting is a 2.8 per cent difference.

Assuming the decrease in pig iron to have been found 10 per cent, a corresponding decrease in coke would be the weekly average of 410,000 tons during the first half would have been 11,000 tons, falling for 325,000 tons weekly whereas the actual production was 1,500 tons a week more, or about 10 per cent more. Such a difference is almost negligible and could probably be explained by the fact that the decrease in pig iron production has been least with the steel works, and greatest with the merchant furnaces, and many of the former are not connected with the latter.

As to the reason tributory to Canellville has probably lost considerable tonnage in pig iron production than has been consumed by the steel industry, editorial, the American Metal Market points the moral of its tale, which is that the statistics prove that in spite of \$2.50 coke prices, the steel industry is still running on coke at cheaper prices from outside coke regions.

WESTERN MARYLAND

Will Build Extension Through Seawater County Coal Fields.

The Western Maryland seems to have abandoned its project of building a new coal railway to connect with the New York Central system's railroads in Cumtaria and northern counties and to have adopted a route through the coal fields of the proposed road will leave the main line near Lockwood and go north through the Husbard field and Johnstown, tapping several of the rich fields in the Seawater county. The New York Central is gradually extending its coal branches down through Cumtaria and Indiana and into the Seawater county. The extension of the Western Maryland is predicted that these two lines will meet in Johnstown and will have no difficulty in making connections, thus tapping another heavy freight district.

The Western Maryland is now at work on what it calls a "dual" project, to connect the new road with the New York Central under construction in the meantime, the Indian Creek Valley railroad remains in possession of the Seawater county with its comparatively short extensions.

A reduction of 6.25 per cent was added firmness to the market. It might be mentioned in connection that all Canellville standard turnpike coke, as well as Canellville coke regions have been about the same price and compared with other railroad product is not at all bad. It is sufficient enough to meet being standard. This coke is the best of the market price, and it is the market price.

The tenacity with which the merchant operators of the Canellville coke region have held together demand for \$2.50 coke has once the wonder and the turnpikes, who have been forced to pay the price of demand. Various reasons advanced for the firm and producers, but they may all stand up in a few weeks. The matter of self-preservation.

New B. & O. Limited.

The Baltimore & Ohio Company has announced that it has purchased the property of the Seawater county, to develop the Belmont O. coal field. It is reported that the purchase is as part of a contract to construct a new line from the Cleveland divisions.

Big Increase in Steel.

Johnstown, Pa., Sept. 10. — The recent report of the Pennsylvania, and the capital of the company increased from \$100,000 to \$145,000,000.

W. VA. COKE PRODUCTION

Curtailed by Operators Shutting Down Part of Coal

Reports from the Production News Paper indicate that the coal that at many points the movement closed down and the maintenance of the temporary situation. The operators are getting better price for their coal and think the chance for a permanent increase in the West Virginia production. The condition will become worse if the movement increases. The coal companies are not sure if the operators are impossible to pay West Virginia a strike of \$2.22 a ton. This seems to be the value of the coal.

Editorial Board Issues
302121, 12808 1977 Mo. S.

The United Coal Workers has been elected to the public. The members for the first time in a long time and similar in a period of perfect such a mark of the Wisconsin and Pennsylvania coal.

A Great Deal for Buffalo
The Larkwood Buffalo
phone 10 location of \$5,000
put at Buffalo.

[illegible]

ONLY TWO MILES FROM BERLIN

The company went to a great expense in constructing a concrete dam reservoir; this reservoir covers 20 acres and has a capacity of 18,000,000 gallons. It has recently been stocked with the most suitable kind of edible fish, such as trout and turtles. Fish-privileges in this lake will be restricted to the families of the miners and other employees of the company. It is not uncommon to see some of the miners enjoying a swim or a boat ride on this lake which is located in the town.

Plans are being devised for the building of a hall suitable for a moving picture theatre, etc. the basement

The Weekly Courier, \$1.00 a year.

[illegible]

THE JOB DEPARTMENT OF
THE COURIER DOES ALL KINDS
OF COMMERCIAL PRINTING.

C. M. WOLFF, General Agent.

Hostetter Connellsville Coke Company,
HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Carnegie Building, Pittsburg, Pa. (BELL TELEPHONE, 684 COURT.)

PRODUCERS COKE COMPANY

UNIONTOWN, PA.

Standard Connellsville Furnace Coke

EXCLUSIVE SALES AGENTS FOR

Fayette Coke Company, (Shamrock.)
James H. Hoover,
Magee Coke Company,
Century Coke Company,

Thompson-Connellsville Coke Company,
Tower Hill-Connellsville Coke Company,
Banning-Connellsville Coke Company,
South Fayette Coke Co., (Fretts, Emery, Shirey.)

Orient Coke Company,
Brownsville Coke Company,
Plumer Coke Company,
Gilmore Coke Company.

200,000 Tons Monthly Production.

60,000 Tons Monthly Low Phos Coke.

Best shipping service at the source of supply. It pays to buy the **BEST COKE** direct, instead of inferior grades at shaded prices, through irresponsible brokers.

First-Class Inspection.

First-Class Coke.

First-Class Service.

SCHEME TO REVIVE A DISABLED BANK IN PITTSBURGH

Proposition to Reduce Capital and Surplus and Later Increase Both.

AID IS ASKED OF CREDITORS

It is suggested that they take some of the stock and also accept interest-bearing certificates as an offset to deposits.

A tentative plan for the rehabilitation of the First-Second National Bank of Pittsburgh was submitted to the creditors Tuesday afternoon by the committee of 11 stockholders appointed about a month ago to examine into the assets of the institution. It is outlined in the following statement:

"That a stockholders' meeting be held and the capital reduced to \$500,000 and the surplus to \$170,000 and immediately thereafter there be authorized an increase of the capital to \$5,000,000 with a surplus of \$1,000,000. The present stockholders to be allowed to subscribe for the new stock within 10 days after its authorization and thereafter the unsubscribed stock to be offered to the public."

"All balances in savings accounts, and all other credits of less than \$2,000, be released and placed on the same footing as before the suspension of the bank."

"Creditors having claims of \$2,000 and upwards to have placed to their credit and subject to check, 50 per cent of the amount of their claims and to be requested to underwrite, to the extent of not more than 25 per cent of their claims, the new stock taken by the present stockholders, and to accept certificates of deposit, bearing interest at the rate of 4 per cent per annum payable in one year after the opening of the bank, for the remainder of their claims."

"If the above plan is approved, or amended the scheme, another meeting of creditors will be called soon to give final approval. The smaller creditors whose claims are less than \$2,000, against the bank, it is believed, will be willing to trust to the judgment of those holding the larger claims."

The affairs of the First-Second National are of vital interest and importance to all who live in this city, not only because the great Kuhn interests are involved, but because a good many coal operators and dealers are concerned one way and another, in the welfare of this Pittsburgh institution. This may be said of everybody, however, since it would be a source of great satisfaction generally to know that the First-Second National is to get again on its feet.

DEFEND MINE GUARDS

Paint Creek Officials Declare Union Men are "Untrustworthy"

Emphatic defense of the right of West Virginia coal operators to keep labor organizers off their property by the use of force featured the testimony of M. T. Davis, president of the Paint Creek Consolidated Coal Company before the Senate special committee investigating recent troubles in the coal fields.

Mr. Davis declared that the attempts of United Mine Workers agents to come into the district and unionize the mines caused the strikes which led to the sensational investigation, and he pictured scenes of contention and property damage among the miners before the advent of the "outsiders."

This witness and his son, Mr. P. Davis, general manager of the Paint Creek Company, told the committee that comparatively harmonious conditions now existed on Paint Creek, the miners having returned to work on August 1, after an agreement to operate the mines as "open shops" with an increase of 11 per cent in wages.

Both witnesses defended the "guard system" as resulting in better order. The younger Davis said that his company aimed to make a reasonable profit on each department, including the renting of houses to miners, but declared in response to a question from Senator Kenyon, that no profit was earned from medical treatment of miners and their families.

W. S. Woods, general manager of the Standard Split Coal Company on Paint Creek, testified briefly in defense of the operators' course, in that district, and Attorney Knight, for the operators, taking the stand himself told of advising the operators that they had the right to "evict the striking miners from the company houses without going into the courts, and defend that advice."

Davis denied that guards were placed to prevent claim mines being unionized, but testified he had given instructions that no strangers should be permitted to come up the creek without his knowing their business.

"We had a right to keep trespassers off our own property," he declared. He added that the coal operators considered as "honest" labor agitators and organizers and they refused employment to any miner actively affiliated with the United Mine Workers.

Davis testified that the coal operators paid the salary of a special officer employed by the Chesapeake & Ohio railroad to ride up and down the railroad up Paint Creek to see what the business was of persons approaching.

Brennan Wins Long Fight. After 17 years of litigation, John P. Brennan, plaintiff in a suit against the defunct McClure Coal Company, of which he was formerly general manager, has received \$18,464 in settlement. The litigation was over the division of some property.

The Weekly Courier, 11.00 a year.

WEST PENN. & O. IN FIRST AID EXHIBITION

Dr. Lipscomb Will Shortly Give Examinations for Red Cross Certificates; Football Plans.

An interesting exhibition of first aid to the injured was given Friday evening at the Y. M. C. A. building by the first aid corps from the Baltimore & Ohio and the West Penn. The affair was arranged in the nature of a contest, but owing to the fact that several of the regular railroad men were called out, it was decided to give an exhibition. Request was expressed by those in charge that not more people attend.

Several difficult problems were solved successfully. In charge were Doctor Koehler of the Baltimore & Ohio, and Doctor Lipscomb of the National Red Cross Society at Washington, D. C. Doctor Lipscomb has been here for ten days in charge of the West Penn corps, giving series of lectures. He will shortly conduct the examinations for Red Cross certificates. Several members of the Tenth Regiment Hospital Corps were present.

BITUMINOUS COAL SHIPMENTS

Tonnage Hauled Indicates That 1913 Will Be Banner Year.

Coal trade conditions during the first half of 1913 were considerably different than they were in the same period of 1912 and 1911. While the year started off with practically all bearing a dull period and a reputation of 1911 conditions, especially as signs and omens in some quarters indicated this, we maintained that there was a large volume of tonnage moving and that business was above any normal year, says the Coal Trade Journal.

For a while, in the early months, there was a decrease, but that was to be expected on some roads. Others showed an increase and in the aggregate shipments showed a small gain for the first quarter, despite the extraordinary conditions that prevailed in 1912, when there was an extra heavy demand for the product. This was due, it will be recalled, to consumers making preparations for protection in the event of a lengthy suspension of mining, and to the extra demand created for coal for export, on account of the strike of the United Mine Workers, which especially helped to increase the tonnage from West Virginia. During the first half of this year, on the other hand, the strike in that state, (Penn., Ohio, and Coal creeks), had an influence in keeping down tonnage, especially that transported over the Chesapeake & Ohio.

The floods in the mid-west had some influence in keeping down tonnage over various roads operating in that territory and the extremely mild weather, cuts in the year of 1912, effect in lessening the demand for domestic grades of bituminous coal.

Conditions after April 1 were somewhat surprising to many in the trade, but the demand for the product keeping up far beyond expectations and though the first half of 1912 was the largest on record, this might be said to be a considerable extent, which again proves that we were correct in our predictions that there would be no falling off in demand. We also make the same prediction for the second half of the year and conditions during the summer months indicate that we are not out of the way in stating that 1913 will be the banner year in soft coal output.

High prices are also being obtained for the product which is very pleasing to the trade but we predict, and have predicted right along, that higher prices than at present will prevail in the fall and many consumers will regret not signing up contracts back in the spring when a small increase was demanded. They will probably also be asked to pay a further advance next year, for there is bound to be an extraordinary demand for coal then, and perhaps some of this extra demand may set in before the year 1912 goes out. It will come from consumers wishing to be protected in case of a suspension of mining next spring, when the bituminous wage scale expires. Then we doubt the miners realizing that higher prices were obtained for coal, practically since resumption of work back in the spring of 1912, will hold for a share of what they consider the extra profits on coal. Many in the trade needed extra profits for the low price of coal in previous years left them in poor shape.

Miner Dies in Hospital. John Lowry, 40 years old, died on Tuesday in the Westmoreland Hospital, Greenburg, from injuries sustained in the mines of the Connelville Coal Company.

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West Virginia and Maryland Coal Mines

Do you want to know about them? Location of every mine in these states can be secured from

G. B. HARTLEY'S
MAP DIRECTORY OF COAL MINES.
Every coal operator in West Virginia and Maryland should have one of these maps for reference. Map and directory sent postpaid to any address for \$5.

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G. B. HARTLEY,
MORGANTOWN, W. VA.

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W. G. DOOLITTLE,
PATENT ATTORNEY,
Park Bldg., Pittsburgh, Pa.

The Lower Connelville District

With Their Owners, Address, and Ovens in Blast Corrected to Saturday, Sep. 6, 1913.

Plant	Name of Works	Name of Operators	P. O. Address
1	Adair	Adair Coal Company	Uniontown
2	Adair	Adair Coal Company	Uniontown
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The Eureka Fire Brick Works,

MANUFACTURERS OF
High Grade Fire Brick

for Bee-Hive, Rectangular and Bi-Product Coke Ovens, Boiler Linings, Ground Fire Clay. Special Shapes on short notice. Office and Works,

MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa. Both B. & O. and P. R. R. Connections.

KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.

Bee Hive and Long Ovens Bi-Product Ovens

OFFICE, Pittsburgh, Pa.
Works—Salina, Pa., P. & L. E. R. R. Vough Div.
ESTABLISHED 1845.

Fayette Engineering Co.

Civil, Mining and Consulting Engineers.

Mine and land surveys of all kinds. Plans, estimates and supervision of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

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Rooms 302 to 313 Westinghouse Building, Pittsburgh, Pa.

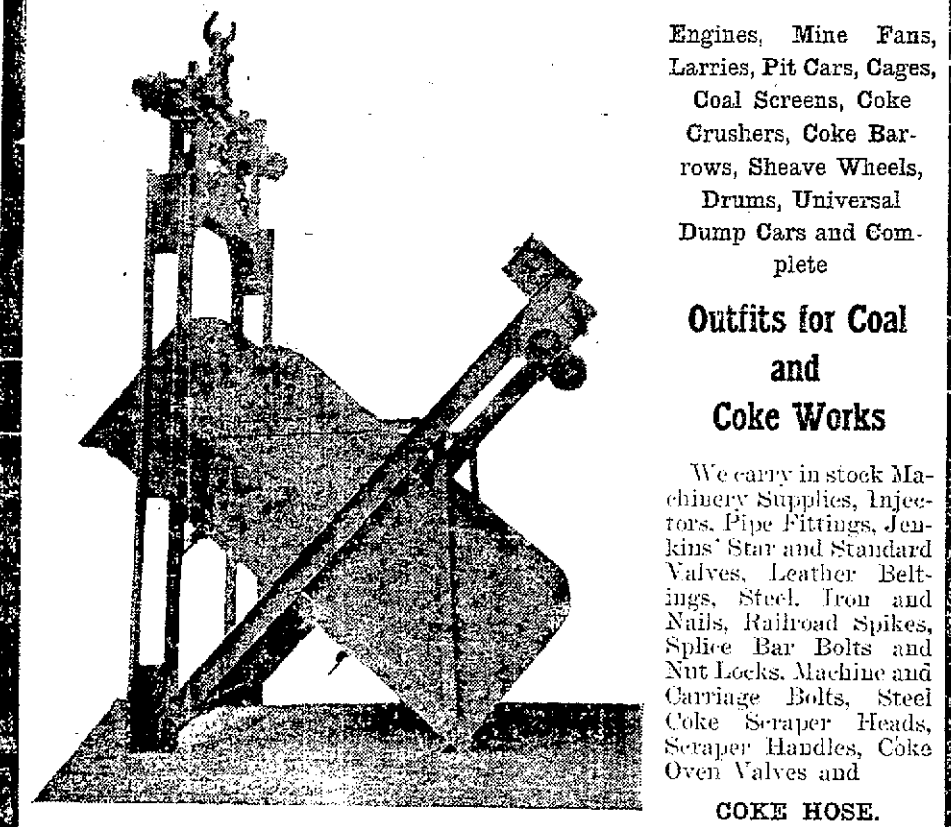
SPECIALTIES—COAL & COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens
Enola Coke Company	U. S. Coal & Coke Co.
Plants 2 and 3	Plants 1, 2 and 3
Oliver & Snyder Steel Co.	Chesapeake Coal & Coke Co.
Plants 1, 2 and 3	Tyler and Sykesville Wks.
Austin Coal & Coke Co.	H. C. Frick Coke Co.
Plants 2 and 3	Yorktown, Shad and
Columbia Coke Company	Struthers Coal & Coke Co.
Plants 2 and 3	Fairbank Works
Waverly	

Connellsville Machine & Car Co.

MANUFACTURERS OF
Automatic Self-Dumping Cage



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete Outfits for Coal and Coke Works

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Leather Belting, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and COKE HOSE.

Works at Mount Creek Junction of Baltimore & Ohio and Pennsylvania R. R's
Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

Thompson Connelville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.
STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.
CONNECTIONS: Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.
PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF
Coal and Coke.

Main Office: DAWSON, PA.

OFFICERS: W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager. A. J. COCHRAN, Secretary and Treasurer.

RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke
MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

Graceton Coke Co.

FOUNDRY COKE
GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

PARTY ENROLLMENT

Party enrollment returns from all the wards of Connellsville indicate quite clearly that the break in this party's popularity is not a passing fancy, practically healed, and that the strength of the party will be provided for the party ticket this fall; provided, of course, a good ticket should be nominated, and this can be assured beyond doubt. The democratic enrollment is unusually strong, however, and the party promises to put up a strong ticket. The Republicans will have to put forth their best efforts and take nothing for granted. In any event, it looks like a good government is in the offing, and that fact is a matter of public congratulation. The present dual administration is a cross between footloose and headstrong, and it has been occupied with its own quarrel that it has little time to devote to public

from the New England system of "open territory" has been in the spotlight. Strongly prejudiced wrecks are costly in reputation and in pocket, and the only way to minimize them is to apply the antidote of Safety First.

Denver has established a municipality owning, buying and leasing a municipal rental fleet. In four of the five counties will wed in Denver and be divorced in Detroit.

The West Virginia coal operators will at last be heard in their own defense. It is to be hoped that the state will not be a party to the quarrel between the members of the committee and the operators, and that invitations to drink will be declined courteously if they cannot be accepted graciously.

Modern

THE PRESS

By GEORGE
Author of "At the Front"

A press agent is a philanthropist engaged in propaganda during news to order and giving it away free of charge.

News is ordinarily supposed to happen to you but the press agent doesn't sit around waiting for things to happen. Instead he can make better news than can happen any day.

It sometimes takes a year for a real good news story in an ordinary city by wire. But a press agent can sit down at a typewriter with pen and ink and in half an hour he can pro-

colled, and the Washington

has practically disappeared as a factor in the thinking of the Republican party, and the various sections of *Fayette* report similar conditions. It is evident that the Republican voters whose enthusiasm for Colonel Roosevelt is still strong, and whose partisan feeling led them to divide the party vote and thereby let the Democrats into power now realize the extent of their error and want to repair it as soon as possible. These voters are not politicians. They are plain citizens. They are the backbone of the party in the office, but they do not want Prosperity, and they are beginning to wonder whether the Democratic experiment is worth the risk. The tariff is a serious one, and the Currency has as yet done no serious harm to the country. The tariff is still in force, and they are beginning


The garage and taxless service of Comahelle is becoming in every respect creditable to a city.

In Great Britain and Germany the prices of iron and steel are fixed by law. In the United States the Government has no laws in those countries against "combinations in restraint of trade."

The Belmont coal hold is being a great deal more respected by some big buyers who are more or less interested in many Comahelle and Fayette county people. The Belmont coal hold is thus the adjacent Marshall county field.

The Common People make the Constitution, and if it is at any time necessary to change it they will do so. The common people are the backbone of the nation, and it is the duty of the Government to protect the interests of the common people.

The press agent spends his life grasping the elbow of the public and calling its attention to something which it would rather ignore. The public is so stupid that it requires a press agent to be certain that it figures



"Offers it to the city editor with the performance thrown in."

tiful actress if the press agency did not have her chased up a tree by an ardent nobleman about once a month.

Nowadays people do not hide their lights under a bushel. Neither do they set them on a hill. They bring a press agent for illumination. I Shakespearo had had a press agent he might have had all of his fame while he lived instead of scattering it

the way about it, but we
that the water won't be

hilly, and that after we got wet we will be able to stand it without serious detriment.

As the morning came, however, if the Republican party returns to safety and sanity, to unity and brotherhood, earnestness and patriotic purpose, there shall be no doubt that the opposition may soon be set in the sure path to progress and prosperity and the Connelleville race region be safe from the influence of snivelers, owners and lets men.

COLLECTOR DEWEYAN.

The Democratic insurgents in Fayette county do not seem to have taken in their flight against the organization, their lack to impudch Judge Canbel, and their efforts by strong influences outside the county drew out a peaceful death, and their later opposition to the appointment of C. Gregg Deweyan.

Little Connelville conditions at most Connelville coke region plants have been greatly improved in recent years so much so that our mining villages have become more like our mining villages have become more like communities of cleanliness, sanitation and comfort. The Fayette county court has indicated that so far as the city government of these villages should be concerned, they should be made to be more like cities. The court is quite right. Pimp and hawds are not necessary to the production of Connelville coke.

"Water was mad," says Hile Bertha on explaining the murder of her grandmother. That will probably be another defense.

Up to date the slit traumas are confined to Mexico, also the slit traumas. The Chautauques wound up in a wash of fun and a very satisfactory enrollment for 1911.

**SCOTSDALE RURAL ROUTE
IS IN VERY BAD SHAPE**

The Postoffice Department Says to Get Back or Mail Delivery Will Be Stopped.

SCOTSDALE, Sept. 8.—The notification of the Postoffice Department that the rural route of Scottdale will be discontinued unless the roads in that Huntington township are immediately put in shape to receive mail has aroused the citizens more than they expected. They have been disatisfied with the heavy taxes they neglect of the roads in this end of the township, and the little work that has been done on any of the roads, but they were not prepared for combined action when threatened with losing the rural route and being obliged to back into the backwoods.

M. F. Stoner and A. J. Porter, the

**BURGESS SIGNS
SNYDER STREET
PAVE ORDINANCE**

**First Measure Enacted Into
Law by Reorganized
Council.**

WORK WILL BE STARTED SOON

After Numerous Delays-Thoroughfare
Will be Paved With Macadam;
Tomorrow IFB

no low-velocity flight is over

The charges against Lewellyn have been made public, and it is understood that they are political in character. Lewellyn's crime probably consisted in being an active member of the "Knights of the Ku Klux Klan," and in the fact that that was of course no crime of the colored people, but a crime of colored Luther, chief dispenser of the Tennessee paragonage. Lewellyn was a member of the strong court, when they came to the member of the Masontown Harefoot organization.

As to the politics, the people of the district have a right to congratulate themselves upon the appointment of C. Gregg Lewellyn. He is honest, energetic, and has the intelligence of thorough education and kindly disposition which will make a pleasure to do business with him.

THE ARMOR PLATE PLANT.

The Undertown Herald tells its readers that they can buy the paper at the Boardwalk at Atlantic City, that being, in a two-cent store, and that they may hear the voice of the Herald at the Boardwalk. There were calls at the Undertown Critic, Trolley Talk and the Turkeyfoot News, but the Herald didn't seem to be in demand. It is a circulation that is never heard of no circulation at all.

Steel circles are hopeful of better times, and coke circles will be satisfied if it becomes no worse.

It is proposed to legislate the loaded passenger coach out of existence, so that it is reduced to an empty word.

Councilville merchant coke operators have discovered a lung-rising technique.

The supervisors expressed their willingness to do anything for the citizens, and they were particularly anxious as instructed to see that more than promises should be the result of the meeting. It was arranged therefore that the supervisors should meet at 7:30 p.m. at the city hall for a hearing at 7:30, with the committee, and any citizen interested in the matter, and make definite arrangements for the repair of certain roads. It was pointed out very anxious, as the justice Department will take action on it, is said, if they do not see tangible evidence of getting the roads repaired. It was pointed out that the weather comes on. There is much concern at present as to be most impossible in many places.

The paving of Snyder street will be started within a few days, possibly in less than a fortnight. Everything is being expedited upon the promptness of the contractors in submitting bids to the town Council.

Following the decision of Borough Collector F. D. Munson that O. P. O'Connor is a "pigsticker" and not a pigsticker occupant of the chair and was not eligible for re-election, the new president attached his signature to the ordinance authorizing the paving of the thoroughfare, and it was then signed by J. Burgess.

The measure will now be advertised for the prescribed number of days, after which council will consider proposals.

The paving of Snyder street has been a much-mooted question. The town was started by Contractor O'Connor just last fall but was discontinued because of the bad weather. As a result, the street

ent armor plate plant is a

number are entirely commendable, but their communities may say with a justifiable sense of uneasiness that they are not so ambitious, and that they are not so anxious to acquire too bright an education, especially in the preliminary stages when the cost is minimal. "Consideration must be given to the government armor plate, but there is no harm in doing for it.

In the upbuilding of a town success is not a mere general effort. Progress doesn't come knocking at a door. It has to be knocked down and barged in. Furthermore, in the building of a town, just as in other engineering and building jobs, it is better to be out on the job early.

The government armor plate plant is a fine thing to be built, but there's nothing like fling one's claim in time of need.

RAIN

The Connellsville public schools saw a larger enrollment than ever before. The city continues to grow. The school term often put a damper on rides, but the storm of Sunday morning put a number of automobiles out of commission, and that was their set.

Will we have a Solomon for County superintendent, and from Greensburg, too?

The daughter of the President had asleep in an upper berth because of the ungalant men in the car refused to get up or lower. These men were probably afflicted with militantism at home or lived in states where women vote. Some forms of

[illegible]

overal damage suits. When the spring arrived and the contractor was given a position to proceed with the work, the announcement came that property owners objected to the paving of the street with brick. They said the position to proceed with the work was a council action that brick be used. This plan met with the approval of the majority of council, and upon contractor O'Connor agreeing to surround the sidewalk with ordinance signs drawn up, providing for the use of brick. It is this ordinance that is now to be advertised.

SWIPE HAIL TONIC.

Undulds Rnd on Mount Pleasant Township.

IMMEDIATE PLEASANT. Sept. 5.—On Monday night thieves gained entrance to George Nymenetti's barber shop and stole a mass of glass out of a window and pulling the same

parched earth and the p

certain weather was coming from the east that was reported in the Northwest and was in New Mexico. This immense wedge of low temperature was a statement of the blight, a condition usually attended by rain. The rainfall was welcome to the growers, whose supply of pure water was in the Northwest was getting increasingly scarce. In town and country, the rain was badly needed. The streets and alleys of the cities were in need of a thorough washing by the heavy rain, and they got it; at the same time the trees were saved from blight and given a much-needed opportunity to grow.

Phloxes should have a vote of thanks.

The State of Washington has very little rainfall.

the phosphorescent skirt is the latest according to the inhabitants Carlisle, Pennsylvania, including Indiana, it has the other kinds of skirts.

Senator William Evans Crow will do something to do between sessions. The statesman's party is never late. His works by day from San Francisco and sometimes for into the night he works, but not by candle light.

Start on Sud Mission, the late Elizabeth Stauffer House of Kensington, and daughter, Miss N. H. of Bridgeport, Conn. left for Vancouver, B. C. from the place they will sail September 10th for Yokohama, Japan. From Yokohama they will go to Tokyo, where they

SAYS HE LOST \$191,004.22.

News is Out That Much and Claims He Owns Greentree Sailing.

WASHINGTON, Sept. 6.—In the account filed by Edward L. Fulton in this morning all the receipts and expenditures in the West Virginia case are shown. They cover time from 1901 to 1902. The calculation claims that Grand total cost \$267,846.83 and that his loss \$191,004.22 and that because of this he is entitled to the amount.

Johnson & McKean, counsel for Edward Grinnell, will take an appeal.

The New Brownsville Bridge.

BROWNSVILLE, Sept. 6.—The work on the cofferdam at the bridge on the west side is being rushed in order that everything possible be accomplished before a rise in the river. The weather conditions have been very favorable.

parties on the building outside showed that the bottles were thrown on the main building and broken. It is thought this was done on spite of the fact that the building was not yet completed.

Favorable Report on Humes.
DASHINGTOWN, Sept. 5.—(Nominations.)—The report today by the county Judiciary committee, which included R. Brennan, chairman of the third circuit of Alaska; L. O. Humes, attorney for the Western Pennsylvania district; Francis E. Kane, attorney for the Eastern Pennsylvania district; John H. Glasgow, attorney for the Northern New York district.

Schwab Buys Poultry Palace.
ALTONA, Sept. 5.—A poultry palace, probably the most complete in the county owned by a private individual, here erected for Charles M. Schwab, of London, England, is now being built here. The structure will be of brick.

Product coke ovens T.

what's the use of all the parole and expense involved in changing the Constitution?
In other words, what's the use of the Common People have anything to say about it?

Washington natural coke is not an
furnace fuel, however, but it
serves many other purposes.

First Aid contests cannot be too
frequent. They promote interest and
efficiency in First Aid work.

time free railroad advertising is desirable; for example, sensational reports of wrecks. The B. & O. has its full share of this publicity, but

2. Wilkey today purchased the
farm at Ruble's Mills, a short
distance from Smithton. The prop-
erty consists of 100 acres and several
buildings. The consideration was
\$10,000.

Three courses of stone have been laid on the east pier which is assuring definite proportions. Work is progressing day and night and a few more favorable weather conditions means the early completion of the structure.

Greene County Man Dies.
 Samuel W. Scott, 78 years old, is
 dead at Waynesburg. He was a
 native of Greene county.

Fast Time on New Line.
 The West Fenn is making rapid pro-
 gress with the Hecla extension.

PAGE EIGHT

RAILWAY INCOME
IS YET UNDER THE
FIGURES OF 1910Final Results From 1911
and 1912, Estimates
for 1913.

COSTS EAT UP THE EARNINGS

Public Had Better Be Safe Than
Sorry, Says Railway Business Association, and Quotes Commercial Organizations as Favoring Advance.

Declaring that action to "freight rate advances" should be based upon the known facts, the Railway Business Association in a Bulletin entitled "Railway Income Still Under 1910," issued last week, says that the income for 1911 and 1912, not corporate income was 20% and 15% respectively under 1910. For 1913, the 1912 preliminary returns covering revenue, expenses and taxes are analyzed and by estimating fixed charges and other non-operating deductions it is shown that there is no reason to count upon net corporate income even in 1913 as large as it was in 1910 available for improvement and distribution. Fixed charges totaling \$1,189,312, under the same period three years earlier, and this with a plant in 1913 estimated to have 37,501 more miles of track than the plant of 1910, 233,381,501 more pounds of locomotive tractive power and 14,175,170 more tons of freight car capacity, and to have carried 7,500 million more tons of freight one mile.

Recalling that steam railroads in 1912 had the smallest list of new securities in 10 years and non-railroad corporations the largest, it is remarked that "the practical condition of declining credit is not disputed."

Resolutions have been adopted by prominent business organizations in St. Louis, Cincinnati, Pittsburgh, Philadelphia, Baltimore and other large cities favoring, or deciding not to oppose higher freight rates whereunder the Eastern roads may provide better service. President George A. Post says:

"Commercial organizations, local, state and national, can promote national prosperity by making known, as some leading bodies already have done, their conviction of the need for more railway facilities and their willingness to pay freight is legitimately necessary to get them."

G. C. Simmons of St. Louis is quoted as saying:

"Thousands of shippers have come to realize that their business is prosperous only when the railroads are prosperous and any slight increase in freight rates which they might have to pay would seem to be lost sight of in the enormous increase in the profits of their business which this general prosperity would bring about."

"Hardly any national calamity could be more devastating than industrial stagnation descending in the midst of busy times, with order books full and mills running to capacity. Stagnation brought about by congestion of terminals, increasing idle idleness, with their employees' factories which could neither obtain raw material nor deliver finished product, while food stuffs lay rotting in cars and elevators."

"The public had better be safe than sorry. Instead of good service, rather than in danger of a transportation breakdown."

A second article, "Making Equipment Carry All It Can," tells "what the shippers and the railroads are doing to minimize the necessity for more facilities," but "they can not do enough."

With a net surplus on August 1, 1913 of \$3,455 and a decrease from that date to autumn low supply equal to the annual average decrease from August 1, 1908-12, or 150,408, the net surplus in 1913 would be \$1,545, as compared with \$7,000 the previous record, that of 1907. The shortage thus indicated would be aggravated by a severe winter possibly into a great national congestion.

As forecasting a good sized fall tonnage-cereal crops are estimated at about the 10 year average, with cotton 23.1% above, while iron production for the first six months of 1913 was 15 million tons above previous high record, expenditures for construction of new buildings outside New York City in excess of previous record, exports 4% over 1912 and for seven months of 1913 bank clearings outside New York City 8.5% greater than for the same period in 1912. In this situation Chairman Clark of the Interstate Commerce Commission and President Kreitzschmidt of the American Railway Association in letters, as well as the National Industrial Traffic League in a resolution "unite in calling upon all concerned to do their utmost with a transportation plant inadequate for peak of load."

FIRST AID EXHIBIT

West Penn Crews Given Demonstration by Red Cross Agent.

Dr. W. N. Lipscomb of Texas, who is associated with the National Red Cross Society, gave a demonstration of first aid work at the West Penn building Tuesday afternoon for the benefit of the members of the West Penn primary relief team. Last evening, at the T. M. C. A., he gave another demonstration for those unable to be present at the afternoon exhibition.

Dr. Lipscomb has been employed by the West Penn Company to give demonstrations to the company crews at Conneltsville, Greensburg and Uniontown. This afternoon the instructor will be in Greensburg and tomorrow he goes to Uniontown.

On Friday evening the West Penn team will give an exhibition at the T. M. C. A., at which the public is invited to attend.

INVENTOR OF THE STEEL CAR
DISCUSSES TRAIN WRECKS

Holds Wooden Coaches Responsible for Large Mortality in New Haven Disaster

Had the Bay Harbor Express carried its passengers in steel cars instead of wooden coaches, few persons—perhaps none—would have been killed, and the list of injured would have been greatly reduced in the rear-end collision on the New York, New Haven & Hartford railroad Tuesday. This was the assertion of Charles T. Schoen, "father of the steel car and steel car wheel," as he sat in his office on his own Valley farm, near Media, Pa.

The inventor, from whose little shop employing 14 men in "Pittsburg," has sprung one of the world's greatest industries, with 3,000 men on its payroll, paused a moment, then said:

"It has been demonstrated by actual tests that steel freight cars, the construction of which is on the same principle of strength as the steel coaches, will stand an impact from four to five times as great as a wooden coach will resist, but the value of the steel coach lies in the fact that it does not splinter and cannot burn. You can bend the plates and beams, but they do not break. On the other hand, the wooden coach is torn into kindling and just there lies the north for it has been ascertained that the percentage of injuries in railroad accidents, such as that near New Haven, are caused by flying splinters and broken timbers. So it is fair to assume from the known strength of the two types of coach and the records available, that few persons would have lost their lives and the list of injured would have been small, had steel cars been in use. You have an illustration of this in the later Leach accident on the Pennsylvania railroad. The steel coaches averted a terrible disaster there."

"I spent \$800,000 before I made my first successful wheel. My friends in Pittsburg called me a fool and a dreamer, and said I was insane to waste my money on this impossible task of getting me to put away some money in wife's name, so I would not starve. Later these same men came around and bought me out, making all sorts of offers to get me to sell my patents and processes. I brought out my rolled and forged wheels in 1904."

Had won my fight and as evidence of it the Pennsylvania railroad ordered 40,000 wheels in a single contract, more than \$200,000,000 in steel cars of all types, while I have lived to see thousands of millions of dollars go into the steel equipment of the railroads in the United States."

Crossing the room and pointing to a small photograph hanging on the wall, Mr. Schoen said that the little frame shanty was his shop in 1889, when Pittsburg friends were taunting him for following a supposed myth. He pointed to this picture and said: "It is the great plant of the Pressed Steel Car Company, evolved from the little shanty employing 14 men and made my first photograph is suspended a certificate from the French Government to the inventor according him a place among the benefactors of the human family."

RECEIVER IS NAMED

Canadian Iron Corporation Falls for Want of a Tariff

Upon application made to the Montreal courts by the Canadian Iron Corporation for the appointment of a receiver under whose direction the affairs of the corporation will be conducted pending a reconstruction of its finances, F. F. Whyte of New York, was named as receiver.

It was stated on behalf of the directors that the expiry of the bounties on pig iron, without any adequate protective tariff to take their place, permitted heavy importations from other countries in direct competition with the corporation's product, and this made serious inroads on its profits. The result was an overhauled burden which hampered the operations in other departments.

WILL LAY MANY TIES

Baltimore & Ohio Has Ambitious Betterment Program for Year

The maintenance program of the Baltimore & Ohio railroad for the year 1913 calls for the laying of 2,500,000 cross ties in its tracks. During the first six months of the year 1,226,273 ties were placed in the tracks. Last year the company laid 2,500,000 new ties.

Most of the ties which are placed in Baltimore & Ohio tracks are chemically treated, which adds to their wearing quality. A large percentage of the ties are treated in the timber preservation plant recently built by the Baltimore & Ohio at Green Spring, W. Va.

HIGH GRADE COALS

Production in Washington Valued at \$8,000,000

The coals of Washington, while limited to six or seven somewhat scattered areas in the western half of the state, chiefly along the eastern border of Puget Sound, have a wide range in character—from anthracite to lignite. Lignite is found in the southwestern part of the state in Cowitz and Lewis counties. In Lewis county, as the measures approach the mountains the lignite grades upward into coal of subbituminous and bituminous quality. The area along Puget Sound contains subbituminous and bituminous coals, some of the latter possessing fair coking quality, and in the northwestern part of the state, on the slopes of Mount Baker in Whatcom county, anthracite has been reported. Some natural coke has been observed.

The coking coals of Washington are the only ones of that grade on the Pacific Coast. The same is true of the Puget Sound district in Pierce county. In the north, Puget Sound field, in Skagit and Whatcom counties; and in the northern part of the Puget Sound field, in Kittitas county, but at present coke is made only from the Wilkeson-Carbonado coal. This coal is somewhat high in ash and is usually washed before coking. The smaller at Wilkeson is the best of the coke.

The coal-mining industry of Washington has suffered considerably during the last few years from the competition of fuel oil from California, the former principal consumers of Washington coal, the Puget Sound steamers and the railroads, having adopted petroleum for fuel.

The production of coal in Washington reached its maximum in 1910, when the output amounted to 2,811,000 short tons, according to E. W. Parer, of the United States Geological Survey, who compiled the figures in cooperation with the Washington Coal Survey. It decreased to 3,521,515 tons in 1911 and to 3,380,332 tons in 1912. The value fell off considerably less in proportion, from \$8,174,170 to \$8,000,000.

Reports to the United States Bureau of Mines show that the fatalities in the coal mines of Washington in 1912 were fewer by one-half than in 1911, the total number of men killed in 1912 being 14 against 27 in 1911.

CONNECTING LINE GOSSIP

Purchase of Coal Road News—Old Story in Ohio

The purchase of the Belmont Central railroad, built a number of years ago by capitalists of Columbus, O., to tap the Belmont county, O., coal fields, has revived talk of the construction of a connecting line between the Newark and Cleveland divisions of the Baltimore & Ohio.

It was the latter line that recently purchased the Belmont Central. The road extends from Latford, O., toward Morristown, O., and if the connecting line is constructed, will pass through Morristown, connecting with the Newark division at Belmont.

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include the usual search of the Patent Office records as to Patentability and an opinion based on 20 years. Mechanical Engineering Experience as to the practical merits of the device, and the probable chance of its commercial success if a Patent is secured—all for \$10.00.

Three out of every four inventions are not worth patenting—if you want to know why write or phone at my expense Court 350 (day)—Highland, 2001-J (evening.)

References, Germania Savings Bank, Pittsburgh, Pa.; The "Courier," Conneltsville, Pa.

Walter W. Macfarren,

Mechanical Engineer & Solicitor of Patents,
Bessemer-Building, Pittsburgh, Pa.

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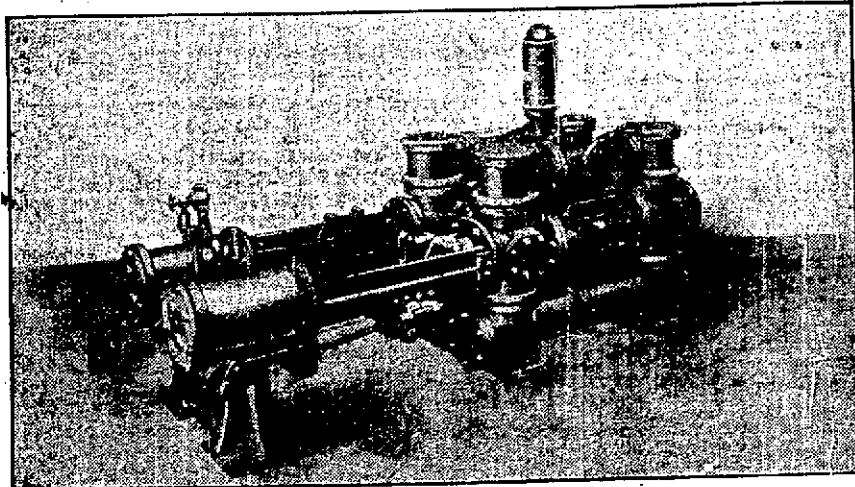
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